

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY USSR (Karelo-Finnish SSR)

REPORT

SUBJECT Construction of Concrete Road
from Petrozavodsk to Leningrad

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REFERENCES

This is UNEVALUATED Information

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(FOR KEY SEE REVERSE)

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1. The road started west of Petrozavodsk (N61-49, E34-20) railway station and ran parallel to, and at several hundred meters distance from, the railway line to Leningrad. It was 12 meters wide.

2. The road was divided into construction sections

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3. The road was as straight as possible. It often ran over marshy terrain which had to be drained and consolidated. Earth had to be excavated or embankments built in order to make the course of the road as level as possible. Equipment was defective and progress was, therefore, slow, especially as many workers were incapacitated by illness or general exhaustion; some died.

4. Under the concrete surface was a layer of stone chips and below these a layer of broken stone, the two layers combined being about 30 - 40 cm. thick. When the ground was marshy, long beams of wood and, on some occasions, branches of trees were laid and fixed as the lowest foundation. Cement, stones, etc., were brought by truck from Petrozavodsk or its railway station. Timber was felled, and prepared as near to the work-sites as possible.

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5. By September 1950 about 30 km. of road had been completed.

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25 YEAR RE-REVIEW